



## 2018 Public Outreach: What We've Heard

### Answering your key questions and concerns

Following two public meetings in May 2018, Sound Transit hosted eight SR 522/NE 145th Bus Rapid Transit (BRT) community workshops in September and October 2018. At these workshops, Sound Transit shared new project refinement options that were developed based on technical analysis and community feedback. The team then evaluated and further narrowed down the remaining refinement options using community feedback received during the workshops, input from partner agencies, and evaluation criteria and technical analysis to develop the preliminary refined project for the full corridor.

Below are the key questions, comments and concerns we have heard about the future of transit service and BRT in your community, and our responses and changes we made to the project refinements based on your feedback.

### What we heard corridor-wide



**Support for improved access to BRT stations and parking locations through creating better options for walking, biking, rideshare and shuttle services. There was also support for more parking for transit users.**

#### ***Our response***

Sound Transit is committed to creating better options for non-motorized access to stations and working with transit agency partners such as King County Metro and Community Transit to improve local transit connections to BRT. The project team will continue to work with local jurisdictions, transit agencies and members of the public to identify barriers to access and find solutions through the conceptual engineering work to be accomplished in 2019.

The preliminary refined project includes new parking garages for transit users at the Pop Keeney Stadium site in Bothell, the Kenmore Park-and-Ride and the Lake Forest Park Town Center.



**Support for transit priority improvements to be implemented throughout the project corridor to ensure fast, frequent and reliable service.**

#### ***Our response***

The preliminary refined project includes transit priority improvements throughout the corridor, including business access and transit (BAT) lanes on SR 522 and NE 145th Street, transit signal priority and bus queue bypass lanes at some intersections, and other intersection modifications to reduce bus delay and facilitate BRT movement. We understand reducing travel time and increasing BRT speed and efficiency is important to the community; these were also key factors the team considered when refining the project. We've also heard the community's interest in minimizing property and traffic

impacts and being in close coordination with our agency partners on roadway development and design.



**Concern about the future of the ST Express Route 522, King County Metro Route 312, and other local bus service with the addition of SR 522/NE 145th BRT. There was additional concern about how local transit service through the project corridor would provide last-mile connections to BRT.**

***Our response***

We hear your concerns about the future of existing bus routes currently serving communities along SR 522. The project will transform the SR 522 corridor into a high-capacity transit corridor, which will result in more bus service with faster and more reliable travel times. The project will also provide a high-capacity transit connection for the communities along the project corridor to the expanding Link light rail system, with a connection to Link in Shoreline as well as a connection to the proposed new I-405 BRT in Bothell. The project will expand access to regional destinations compared to existing bus service in the area.

Sound Transit's goal is to ensure that the future BRT system complements and supports the most efficient local and regional transit service for the community. During the next phase of the project, Sound Transit will evaluate how best to modify existing ST Express bus service to complement the new BRT. The focus of the evaluation will be to identify any gaps between the proposed BRT service and the existing ST Express routes. Sound Transit is also actively working with partner transit agencies, such as King County Metro, to assess the need for regional service changes as BRT and other system improvements begin operating, including Link light rail to Northgate in 2021 and Lynnwood in 2024.

Sound Transit and its partner transit agencies will continue to coordinate the BRT program to best work with complementary local bus service. Any Sound Transit or King County Metro service changes that will be made with the introduction of the SR 522/NE 145th BRT Project will be shared with the public through a public involvement process well in advance of any changes to existing transit routes.

## What we heard in Bothell & Woodinville



**Support for easy, fast and reliable connections between I-405 BRT and SR 522/NE 145th BRT. There was also support for increased BRT service to and from Bothell and Woodinville to match the growth of the region.**

***Our response***

The preliminary refined project includes four BRT stations in Bothell: On 98th Avenue NE at NE 183rd Street, on NE 185th Street at 103rd Avenue NE, on NE 185th Street between Husky Hall and Husky Village on the UW Bothell and Cascadia College campus, and on Beardslee Boulevard at the I-405/NE 195th Street interchange for connection to I-405 BRT.

Every SR 522/NE 145th bus will serve these BRT stations and connect to I-405 BRT service, and every other BRT bus will continue beyond the I-405/NE 195th Street

interchange to serve the existing Woodinville Park-and-Ride. This refinement improves the connection between the SR 522/NE 145th BRT service and I-405 BRT service, as the Sound Transit 3 (ST3) representative project assumed only every other SR 522/NE 145th BRT bus would connect to I-405 BRT.



**Support for transit priority improvements such as BAT lanes in the Bothell area to ensure fast and reliable service.**

***Our response***

The preliminary refined project includes a westbound BAT lane on SR 522 from 98th Avenue NE/NE 180th Street to the existing BAT lane at 96th Ave NE, or the Wayne Curve. Modest improvements and intersection modifications are also being considered along NE 185th Street and at the intersection of NE 180th Street and 98th Avenue NE to reduce bus delay and facilitate transit operations.

## What we heard in Kenmore



**Support for additional parking at the Kenmore Park & Ride and other locations.**

***Our response***

The preliminary refined project includes a new 300-space parking garage located at the Kenmore Park & Ride.



**Support for a BRT station location at SR 522 and 61st Avenue NE due to its high level of use in existing transit services.**

***Our response***

Due to significant support for a BRT station at this location and the result of technical analysis, the preliminary refined project includes two new provisional BRT stations in Kenmore, on SR 522 at 61st Avenue NE and at 80th Avenue NE. These are in addition to the planned BRT stations on SR 522 at 72rd Avenue NE and at 68th Avenue NE. The Sound Transit Board of Directors may implement a provisional station along the project corridor based upon the results of Phase 2 assessments in 2019 and identification of funding for station design, construction and operation. The Phase 2 assessment will include ridership potential, transit integration with King County Metro, non-motorized access and community input.

## What we heard in Lake Forest Park



**Concerns about impacts to property with the roadway widening required where adding BAT lanes and sidewalks. There was also support for both the addition of BAT lanes along SR 522 and the maintenance of the center left turn lane on SR 522 for residents to use for easy driveway access.**

### ***Our response***

The preliminary refined project includes a continuous northbound BAT lane on SR 522 from NE 145th Street to the Lake Forest Park Town Center. It also includes the addition of a sidewalk on just the east side of SR 522, where the BAT lane will be provided. The center two-way left turn lane will be removed along part of the corridor to provide space to build the sidewalk and to minimize property impacts in this area. Sound Transit will implement left turn access management, including U-turn provisions at signalized intersections. The preliminary refined project balances key considerations of improving transit speed and reliability, creating better options for non-motorized access to stations and minimizing property and traffic impacts.



**Support for Sound Transit to consider the location of additional parking near the Town Center to improve access to transit.**

### ***Our response***

The preliminary refined project includes a 300-space parking garage designated for transit riders and located at the Lake Forest Park Town Center.

## **What we heard in Seattle & Shoreline**



**Transit priority improvements, such as BAT lanes and queue bypass lanes, should be implemented on NE 145th Street due to high levels of congestion.**

### ***Our response***

The Washington State Department of Transportation (WSDOT), King County Government, and the cities of Shoreline and Seattle all have an interest in and/or ownership over the NE 145th Street corridor. As a result, Sound Transit collaborated heavily with this group of agencies in considering potential refinements to the SR 522/NE 145th BRT Project through this area of the corridor. Key considerations included improving transit speed and reliability, minimizing property and traffic impacts, creating more options for non-motorized access to stations, and coordinating with our agency partners on the future vision for NE 145th Street to ensure that the BRT project supports other jurisdictional and agency plans.

The preliminary refined project includes a westbound BAT lane between approximately 17th Avenue NE and 5th Avenue NE and an eastbound BAT lane at 15th Avenue NE. BAT lanes would reduce peak period transit delay by two to 16 minutes compared to operating BRT with no BAT lanes. Buses would use general purpose lanes between 17th Avenue NE and 32nd Avenue NE.

The preliminary refined project also includes a widened intersection with transit priority lanes at SR 522 and NE 145th Street to facilitate bus movements. There would potentially be modest intersection improvements at 25th Avenue NE to reduce bus delay, and transit signal priority at all signalized intersections on the NE 145th Street project corridor.



**Concern about potential roundabouts on NE 145th Street due to high vehicle speeds, high traffic and potential impacts on pedestrian safety.**

***Our response***

WSDOT and Sound Transit continue to evaluate the potential of roundabouts along NE 145th Street.

In coordination with the WSDOT, the City of Seattle and Sound Transit, the City of Shoreline is further continuing to explore the potential feasibility of roundabouts at the I-5/NE 145th interchange and at the intersection of NE 145th Street and 5th Avenue NE.



**Support for consistent, accessible and ADA-compliant sidewalks along NE 145th Street and implementing other measures for pedestrian safety.**

***Our response***

The preliminary refined project includes an improved sidewalk wherever the roadway is widened for BRT. This includes along the north side of NE 145th Street between 17th Avenue NE and 5th Avenue NE, along the south side of NE 145th Street from 12 Avenue NE to 17th Avenue NE, and the approach to the intersection of SR 522 and NE 145th Street.



**Concerns about impacts to property along NE 145th Street as well as opposition to the refinement option that included repurposing a general traffic lane into a dedicated bus lane.**

***Our response***

The preliminary refined project would have buses operate in general purpose lanes between 17th Avenue NE and 32nd Avenue NE. This allows for reduced impacts to property owners and tenants along this section of the project corridor.

The preliminary refined project also includes a westbound BAT lane between approximately 17th Avenue NE and 5th Avenue NE and an eastbound BAT lane at 15th Avenue NE to reduce peak period transit delay. Due to strong opposition to the repurposed lane concept and additional technical analysis, these preliminary refinements would require right of way expansion instead of repurposing a general traffic lane. As a result, there would be a number of property impacts along these sections of the corridor. The project must balance key considerations for improving transit speed and reliability and minimizing property and traffic impacts. The preliminary refinements are critical to meet our project goals for fast, frequent and reliable BRT service.

Project staff will continue to keep property owners, tenants and building occupants on the NE 145th Street corridor informed of new information as project development progresses. From now to 2020, Sound Transit will perform early engineering, complete feasibility studies and complete the environmental process, after which the team will know more information about property impacts. Exact property impacts are not anticipated to be known in detail until the design phase, which begins in 2020.